

Intimations.

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Today's
Advertisements.

THEATRE ROYAL, CITY HALL.
HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE A PERFORMANCE OF
'THE YEOMEN OF THE GUARD,'
OR
'THE MERRYMAN AND HIS MAID,'
BY
W. S. GILBERT & ARTHUR SULLIVAN,
THIS EVENING,
(MONDAY), 26th February.
Commencing at 9 P.M. precisely.

Dress Circle and Stalls \$3
Pit 1/6
Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, from 10 A.M. to 4 P.M.

Late Trains will run 1/2 hour after the fall of the curtain.

H. C. NICOLLE, Acting Manager.
Hongkong, 26th February, 1900. [123b]

ROTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TONIGHT, the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th February, 1900. [233b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on FRIDAY, the 2nd March.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th February, 1900. [235b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's New Steamship

"DIAMANTE,"
Captain Blackland, will be despatched for the above port, on SATURDAY, the 3rd March, at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 26th February, 1900. [235b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"MAIDZURU MARU,"
Captain O. Ogata, will be despatched for the above ports, on SUNDAY, the 4th March, at Daylight.

For Freight or Passage, apply to THE MITSUBISHI KAISHA, Agents.

Hongkong, 26th February, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.
The Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on TUESDAY, the 6th March.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th February, 1900. [218b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above on THURSDAY, the 15th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th February, 1900. [252b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Madras, &c., 25 *Landaura*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 4th March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th February, 1900.

Today's
Advertisement.

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and BONUS of 12% per Share for the six months ending 31st December, 1899, declared at Monday's Ordinary Meeting, will be PAYABLE at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 27th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Buildings, Praya.

By order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th February, 1900. [255b]

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out.

These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

BIRTHS.

On February 11th, at Raub Villa, Sungai Lembing, Kuantan, the wife of C. H. PAUL, Esq., of a daughter.

At Shanghai, on the 13th of February, at 70, Bubbling Well Road, the wife of Capt. LEE, Royal Engineers, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 26, 1900.

NOTES AND COMMENTS.

THE WAR.

Our readers will be pleased to see by the telegrams, which we publish in another column, that Lord KITCHENER refused to accede to the request of Commandant CRONJE for an armistice, although offering a safe conduct to women and children and medical aid, and that the bombardment of the laager was proceeded with. One cannot help admiring the courage of CRONJE in refusing to surrender if it is true that he has been caught in such a death-trap, as the correspondents report. Unless the hopelessness of his position has been much exaggerated, or overwhelming reinforcements arrive upon the scene, we do not think that the capture of CRONJE's laager can be long delayed, for the effect of the concentrated fire of fifty guns at the short range of a thousand yards must be terrific and it is scarcely to be supposed that the Boers will be able to withstand it for long, unless their laager is much better protected than we have been led to suppose. CRONJE's retreat has indeed been a most masterly one and the manner in which he has checked our advance, probably at the cost of his own life, is worthy of the best traditions of our own army. He had doubtless adopted this course in order to allow the balance of his force to escape and to gain time for reinforcements to arrive and prepare to meet Lord Roberts' advance through the Orange Free State at selected points, while the same delay will allow of Bloemfontein and Pretoria being prepared to withstand a siege. It is abundantly evident that our advance is not going to be a mere walk-over and we may expect to have news of fierce fighting at every stage on the road where the Boers make a stand. Even the relief of Ladysmith, despite the withdrawal of a portion of the Boer forces, appears to be keeping General BULLER's hands full and it is evident that the Boers have as yet no intention of abandoning their positions in Natal without a struggle.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Cronje at Bay.

LONDON, February 23rd.
General Kitchener refused to grant an armistice and told Commandant Cronje that he must fight to a finish or surrender. The battle has been resumed. Commandant Cronje's army which is estimated at 8,000 is enclosed in a death trap in the bed of the Modder River, but is nevertheless fighting with desperate courage. The Canadians made an unsuccessful attempt to storm the laager but succeeded in firing the Boer waggons and the British continued the bombardment far into the night by the glare of the flames.

Natal.

The British occupy Fort Wylie opposite Colenso.

Casualties.

General Buller's casualties on the 20th and 21st instant were as follows:—
Killed—Captain Crealock, Lieut. Parr and Lieut. Kieth-Falconer of the Somersetshire Light Infantry, Capt. R. Holt, R. A. M.C. Besides, five others wounded, also 20 men killed and 91 wounded.

Casualties at Paardeberg

On Sunday were, 146 men killed when attempting to assault the laager over level ground, under a terrific fire which compelled the troops to lie down the whole day, powerless to move.

Further Particulars of the Operations Against Cronje.

General Roberts arrived on Monday when the bombardment began. The Cannonade was stopped for half the day on Tuesday, while parleying was proceeding, but the negotiations ending in Commandant Cronje refusing to surrender, the whole force of the British Artillery concentrated their fire at a thousand yards range over a space of one mile. General French in the meanwhile engaging the enemy to the Eastward.

General Buller's Advance.

LONDON, February 24th.
The Boers occupy the high ridges near Netherby, opposing General Buller with big guns and rifles. The advance is slow.

The Navy Estimates.

The Navy estimates show an increase of about a million.

HONGKONG VOLUNTEER GAZETTE SERVICE.

THE WAR.

Casualties.

LONDON, February 25th.
Capt. Raymond (Montmorency) of Montmorency horse, and Col. Hosker of the Middlesex Volunteer Artillery were killed in a Skirmish near Stormberg.

Paardeberg.

Lord Roberts at Paardeberg 24th instant says that strong parties of the Boers from Natal yesterday who attacked the British outposts, lost a good many in killed and wounded, also 100 prisoners, including a Commandant and three field Cornets. The British loss was 3 killed and 29 wounded, the latter including Marriot of the Buffs, Capt. Pearson and Lieutenants Gunthorpe and Wardle of the Yorkshires. The losses on the 21st and 22nd were 14 wounded including Pratt of the Scottish Borderers.

Deserters report that Commandant Cronje is willing to surrender, but that the young Transvaalers refuse to do so. Lord Roberts' offer for a safe conduct for women and children and the loan of doctors and medicines was curtly refused.

WEATHER REPORT.

The Observatory report says—
On the 25th at 11.55 a.m. barometric changes are slight. Pressure is highest between the E. coast of China and W. Japan, and still lower over N. China. Gradients slight generally, with light monsoon in S. China and the N. part of the China Sea. FORECAST:—Moderate or light E. winds; fair.

On the 26th at 11.55 a.m. the barometer continues almost steady on the China coast. Pressure is still in defect in N. China, and highest over the Pacific to the S. of Japan. Gradients slight with light monsoon in S. China and the N. part of the China Sea. FORECAST:—Moderate or light E. winds; fair.

LOCAL AND GENERAL.

WE are in receipt of the P. & O. time-table for 1900, which is a very ornamental production.

THE cruiser *Edgar* leaves England early next month with relief crews for the *Algerine*, *Phoenix*, and *Waterwitch*.

WE notice that tenders for the construction of the shelter for chair-coolies at the Peak are at last asked for in the *Gazette*.

THE many friends in Hongkong of Staff-Commander Rogers will be pleased to hear that he has been detailed to assist the staff-captain of Devonport Dockyard, the staff having been increased.

INDO-CHINA will be well represented at the Paris Exhibition this year. M. Doumer, the Governor-General, spending nearly £80,000 on his section, which covers a third of the total area of ground set apart for colonial exhibits. One of the typical buildings in course of erection is a reproduction of the King of Cambodia's pagoda.

THE returns of the number of visitors to the City Hall Museum for the week ended 25th February, are:—Europeans 115, Chinese 2,667, total 2,782.

WHAT is to be done with the old guns from the Shore Battery at Kowloon City? At present they are lying by the roadside, utterly neglected and half buried by the debris of the demolished battery. Could they not be mounted somewhere or other as relics of the past?

THERE have been several small slips along the embankment of the new road to Kowloon City, occasioned by the rain of last week. Some of the vegetable gardens also show signs of having been flooded owing to defective drainage, the road embankment having formed some of them into miniature reservoirs.

THE Amateur Dramatic Club gave their fourth performance of the "Yeomen of the Guard" on Saturday evening. There was a crowded house, and the piece went with an excellent swing. We were pleased to notice that the band had come to the conclusion that it was only an adjunct and not the principal vocalist. Two bouquets were presented to Mrs. Campbell during the evening and Mrs. Badley received a very enthusiastic encore for "Were I thy bride" as also did Point for his dance. We hear that many of the ladies of the Colony are casting envious eyes upon the coat of arms on the back of Point's jester's dress. It would certainly make a capital badge for a cushion.

HIS Imperial Highness Prince Kaninomya, who is to represent Japan at the forthcoming Paris Exhibition, arrived here yesterday from Tokyo, en route for France, whither he proceeds on the M. S. *India*. He was met on the steamer by the Japanese Consul, at whose house he took dinner, after which the party went up to the Peak. As his Highness is travelling incognito he did not pay an official visit to H. E. the Governor. The Prince, who is about 30 years of age and holds the rank of Lieutenant-Colonel in the Japanese army, is accompanied by Prince Iwakura, Colonel Uyeheara, and Mr. Matsui.

THE following dispatch has been received by the local mandarins from Nanchang, the provincial capital of Kiangsi:—"A Japanese surveying party of three, while passing through a market town some 30 miles south-east of Nanchang, was attacked on the 13th instant by a mob who severely maltreated the party, all of whom were more or less injured. The party being accompanied by baggage carried by 25 coolies it was thought that robbery was the motive of the outrage, but subsequent enquiries seem to refute this theory. The attack was quite unexpected as the party had passed through the place before, while surveying for a railway route from Foochow to Kiuikiang, had been well treated on route, and was then on its return journey to Foochow. The local authorities at once reported the affair to the Japanese Consul at Hankow, who immediately started for the scene of disturbance, accompanied by a Japanese doctor to look after the wounded surveyors." Apropos of the above it is believed here amongst local mandarins that the Japanese Government will probably take advantage of the *contraband* to push home their demand to be allowed to construct the Foochow Kiuikiang Railway, a demand which so far has met with but cold response from the Fukien and Kiangsi high provincial authorities.—*N. C. D. News*.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

This afternoon at 3 o'clock the ordinary yearly meeting of the shareholders in the above Company took place in the offices of the Company in Queen's Buildings. The accounts were passed and the usual business transacted. A full report will be given in our tomorrow's issue. Dividend warrants will be ready to-morrow.

MR. HO TUNG AND THE MAN ON INSURANCE COMPANY.

THE INSURANCE COMPANY WINS.

At the Supreme Court this morning Sir John Carrington (Chief Justice) gave his decision in the case in which Mr. Ho Tung and the Man On Insurance Company were concerned. Mr. Ho Tung purchased certain shares in the said Company, and in consequence of the directors refusing to register them in his name he took the matter into court. At the conclusion of a long judgment his Lordship said he was unable to say that the directors had exercised the right of refusal in an arbitrary or capricious manner. It would be a rash thing for that Court to say that their belief that a gentleman who was largely interested in rival insurance companies would not prove an eligible shareholder of the company was unfounded or unreasonable. He thought, therefore, that the directors acted within their powers. The order must be discharged with costs.

COLONEL BELL ON THE WAR.

Speaking at the Elite-hall, Queen Victoria Markets, on the occasion of a farewell tea given by Mr. and Mrs. Quong Tait to the nurses who leave with the contingent for South Africa, Colonel Bell (United States Consul) made the following remarks on war and its lessons:—"I hope that the time is coming when the people will be too intellectual and too grand to fight for anything. But till all men recognise that there are such things as rights, that there is such a thing as human liberty, until they recognise that there is no place in this land of ours for non-progression, I suppose there must be war. My country is neutral in this matter, but as an individual, I sympathise with this great movement making for progress. (Applause.) The time has come when it is absolutely necessary to war for the sake of peace. We believe in peace so thoroughly that we are going to have it if we have to fight for it. Sometimes that is the best road to peace, and the more horrible war is today the greater the promise of peace in the future. (Applause.) I am a great Darwinian—I believe in the survival of the fittest—but the true interpretation of that is the survival of the fittest. (Laughter and applause.) This march of civilisation has done more for humanity than all the generations that have lived for 2000 years." (Applause.)—*Sydney Evening News*.

KANG YU WEI.

The *Straits Times* of 17th inst. says:—Mr. Kang Yu Wei, the Chinese reformer, leaves shortly for Europe. He will probably attend the Paris Exhibition. We congratulate Mr. Kang Yu Wei. He will be safer in London or Paris than in Singapore; for, in these great capitals it is scarcely possible that 24 Pekin Chinamen should hunt after him seriously, although they might do so in comic opera. We hope Mr. Kang Yu Wei will like Paris.

ABDICATION OF THE EMPEROR.

THE QUESTION OF SUCCESSION.

The news that an Imperial edict has been issued at Peking, announcing the pending abdication of the Emperor Kuang Hsu in favour of Prince P'u-chun, has not been received with any degree of satisfaction by Chinese residents of Sydney. In the course of conversation with a representative of this paper yesterday, Mr. Quong Tait said that a very strong feeling prevailed among his countrymen that the change would be a bad one in every possible way, and a hope still existed that the edict would be withdrawn. If adhered to, it would, in the natural order of things, be brought into operation from to-day, when the Chinese New Year begins. The Emperor Kuang Hsu, now in his 39th year, succeeded to the throne upon the death of the Emperor Tung Chi in January, 1875. Prior to the late war with Japan he had the support of the powerful Conservative faction, headed by the Dowager Empress. But that war opened the Emperor's eyes to a good many of the defects in the mode of conducting the affairs of State. He made a brisk start on the path of reform but could make but little progress, hampered as he was by the opposing forces of the powerful anti-foreign party. It was in February, 1899, that the Emperor Kuang Hsu took full control of the Government, but an official announcement was made in September, 1898, that he resigned power to the Dowager Empress.

Though the courtesy of Mr. Quong Tait we are enabled to give the copy of a cablegram dispatched to the British Ambassador at Peking for forwarding on to the Dowager Empress. It reads as follows:—"The Chinese community in Australia send most hearty and respectful greetings to her Majesty the Dowager Empress of China. They pray she may live long and restore the Emperor Kuang Hsu to power, so making China a united and happy nation, self-respecting and alike respected by the whole world."

The *North China Herald* commenting on the proposed deposition of the Emperor Kuang Hsu, states that news received in Shanghai through various independent sources in Peking agrees in saying that a decision had been actually arrived at to begin the Chinese year under a new reign. The old officials at Peking, who apparently had not been consulted became alarmed, and only at the eleventh hour succeeded in preventing the coup proposed. The men who succeeded in persuading the Empress Dowager of the folly of the course were the Grand Secretaries Li Hung Chang, Hsu Tung, and K'un Kang (Manchu), who for patriotic reasons opposed the measure, and as a last resort asked the Empress Dowager to send them to execution first as "audacious dissentients unwilling to obey imperial commands," because they "declined to have anything to do with such a dangerous precedent." The secret agents and friends in Peking of such powerful Viceroys as Chang Chi-tung, Liu K'uan-yi, and Tan Ceung-in, had also wired the news of the proposed coup to their respective patrons, with the result that just before the Empress Dowager consented to "reconsider her proposition" she received two strong telegrams from Viceroys Chang and Liu and a third and under their joint names, asking her not to do "a thing which would wreck the Empire into pieces in a speedier manner than any foreign partition."—*Sydney Daily Telegraph*.

THE NEW JAPANESE DESTROYERS.

The successful termination of the trials of the Japanese destroyer, *Niji*, brings to a completion the work on a group of six vessels which are certainly remarkable even in these days of high-speed craft. The six boats have all been built and engaged by Messrs. Yarrow and Co., of London, and their completion gives to the firm a record of construction that stands alone. It also puts Japan's navy in possession of a division of torpedo craft unequalled in the world. The boats are 220 ft. long and 20 ft. 6 in. wide. They are twin-screw and have each two sets of four-crank triple-expansion engines with cylinders 20 1/2 in., 31 1/2 in., and two low-pressure cylinders each 34 in. in diameter; the stroke being 18 in. These engines are designed to give 6,000-horse power, but no doubt 7,000 could be reached if needed. There is one 12-pounder quick-firing gun mounted aft and five 6-pounder guns. There are two torpedo guns for 18 in. torpedoes. The following is a list of the six vessels:—

	Speed.	Air Pressure.
<i>Izazuki</i>	31.32	2.5
<i>Izazuma</i>	31.07	2.2
<i>Akikuni</i>	31.08	1.7
<i>Sasami</i>	31.32	1.3
<i>Oboro</i>	31.42	1.3
<i>Niji</i>	31.15	0.9

The contract speed was 31 knots carrying 35 tons load on a three hours continuous run, same conditions as demanded by the British Admiralty for their 3 knot destroyers. A point which all engineers will appreciate is the low air-pressure with which the speeds were obtained, especially in the later boats. The last of the six destroyers—the *Niji*—was launched on Dec. 18, the first preliminary trial took place on Dec. 18, and the official trial on Dec. 21, so that there was a gap of only five days between the launching and the official trial. On the *Niji*, the air pressure during the three hours run varied from 2 1/2 to 3 in., and the consumption of coal for the three hours worked out at 1.98 lb. per indicated horse-power per hour. The consumption per square foot of grate was 22.3 lb. There were four Yarrow straight-tube boilers for the supply of steam, and although the grates are large in proportion to what is customary, with a little experience there was no difficulty in stoking, as the results obtained indicate. It will be noticed that from the commencement to the end of the trial there was a steady advance in performance. This is to be attributed to various improvements introduced as experience suggested. The circumstance is suggestive of the fact that finality has not been reached in the designing of these very special craft, a task which needs, perhaps, more than any other branch of marine engineering, the best scientific knowledge. The engines are balanced on the Yarrow, Schlick, and Wessely system, and the absence of vibration at all speeds was considered by the Japanese authorities to be highly satisfactory. In detail in these boats, as well as of others, built by Messrs. Yarrow and Co., which deserves attention, is the system adopted in the steam pipes for allowing for variations in length. Provision is made on board for allowing for 90 to 100 tons of coal, and this bunker capacity is found to be amply sufficient to make any of the runs at from 11 to 14 knots between the coaling stations on the voyage to Japan.

WAR NEWS BY WIRE.

(From Our Exchange.)

Zululand.

LONDON, 15th February.
Our flying column in Zululand has been seriously disturbing the Boers who were collecting at Vryheid.

Suspicious Characters.

Over one hundred suspicious characters arrived by German steamers at Delagoa Bay on Thursday, several of them being evidently officers. The unofficial German support the Boers are receiving in the present war is a strange commentary on the vaunted friendship of the Kaiser for England. Here the feeling against the Germans is daily growing more bitter, and there is an indication in the city to boycott German labour.

The Africander Bond.

The Africander Bond Press is clamant in its demand for the recall of Sir Alfred Milner. Native deserters from the Boer lines, who have reached Spearman's Camp, state that the losses in the operations to the north of the Tugela at Spionkop amount to 1,000. Five Field Cornets were killed. Forty British officers and men, who were reported to be killed in the battle of Magersfontein, are prisoners at Pretoria.

In Parliament.

The debate on the Address was resumed in the House of Commons this evening. Sir W. Harcourt criticised the Transvaal policy of the Government. Referring to the Jameson Raid Committee, he denied, by saying it up, and favoured the re-opening of the inquiry to dispel the slanders that the Government had connived at the Raid. He admitted that we must fight now to the bitter end.
Mr. Chamberlain said the House must look on the broad issues dating long anterior to 1881. The country's one desire was a speedy and satisfactory end of the war, and to this Government directed all its energies. He said that, even if the Landysmith move had been a tactical mistake, Lord Roberts would soon have over the original number to execute the first plan of the campaign. It was premature to forecast a settlement, but he would never consent to a second Majuba Hill, or the endangerment of British paramountcy.

The Colonials.

General Buller, in addressing the Colonial troops on the eve of their departure for the front, said that, if his intentions were carried out, the greatest glutton for fighting would have his fill.

In Parliament.

LONDON, 7th February.
During the debate which took place on Lord Edmund Fitzmaurice's amendment to the Address, Mr. Balfour said that he thought the amendment was really an attack on Mr. Chamberlain. The Right Hon. gentleman, eloquent terms, bore warm testimony with respect to the Colonial Secretary's administrative abilities, and said the services he had rendered to the Empire could never be forgotten. He added that during Mr. Chamberlain's tenure of office every Colony had for the first time joined the Mother Country in a great military undertaking.

Mr. John Redmond has moved an amendment in the House of Commons to end the war in South Africa and recognize the independence of the two Republics. The amendment was rejected in the House of Commons by 368 against 66.

Tuesday afternoon at first were successful at the northern end of the kopie but, on reinforcements arriving, the position was re-carried with the bayonet.

The Boer position which was attacked on Monday consisted of a line of strongly-entrenched kopies extending three miles eastward from Spionkop. The line of the kopies was sharply southwards opposite Swartkops, where our Cavalry, field, and mountain batteries were strongly massed. General Wynne's Brigade and the Durham Light Infantry, supported by six batteries, carried out the first attack admirably, crossing at Pont Drift in the face of a storm of bullets. The force then retired in perfect order towards the right. Two batteries exposed themselves to heavy shelling from both sides, but withdrew safely.

General Lytton, delivered the main attack on the right, crossing Molen Drift or Siet Drift by a bridge which the Engineers had built under cover of the guns sheltered by trees on Swartkops, and succeeded in taking the southernmost kopie, Kranz Kloof, otherwise Veld Kloof. Meanwhile, the Boers mounted on Spionkop, and also on a high range called Doorn Kloof, shelled the British heavily, preventing a further advance. Our shells, however, exploded the Boer magazine. Disappearing for several hours, the Boers made a determined attempt in the afternoon to re-take the hill, but reinforcements arrived, and they were repulsed at the point of the bayonet. The work of the balloons has been invaluable, giving most useful information of the enemy's position and movements daily; and the Boers are doing their utmost to destroy it. They have their big Creusot gun on an important hill to the right. The *Daily Telegraph* correspondent says:—

"The Durhams carried Van Kraaijnest, described as the key of the low ridges, while Hildyard's brigade assailed the latter Kranz Kloof. Several hills covered with grass were ignited, and smoked like volcanoes." A telegram, dated Spearman's Camp, 7 o'clock last night, says all was then well.

In the capture of Kranz Kloof on Monday, the Durhams, forming part of General Lytton's Brigade, bore a very gallant part, and advanced under fire from several directions with the utmost dash and intrepidity. Cover was scarce, and to assist the success of the assault, the hill was heavily bombarded beforehand by our artillery, who made splendid practice of the cannonade, the enemy held on with grand pluck, and remained at their position until the Durhams reached the top of the hill and scattered them like chaff before a splendid bayonet charge. Over fifty of the enemy, half of whom were armed natives, were precipitated down the hillside.

BY THE MAIL.

(From Home Papers.)

Conan Doyle for the Front.
Dr. Conan Doyle announced on 22nd ult. that he was going to the front not with a rifle, but with a stethoscope, which many people considered the more dangerous weapon. The Hospital Service will be delighted with his new recruit, and we really envy the wounded man whose surgeon can not only tie the broken limb up skilfully but tell him thrilling stories afterwards.

Germany's New Colonies.

The *Reichsanzeiger* published a decree regarding the provisional regulation and administration of Imperial affairs in the new territory consisting of the Carolines, Pelew and Marian Islands. This territory will under further notice form part of the German New Guinea Protectorate. The *Reichsanzeiger* also publishes an order of the Imperial Chancellor on the subject, together with a decree prohibiting for the present the acquisition of landed property belonging to the natives of the above-mentioned islands.

Exploitation of Siberian Forests.

The Russian Ministry of Agriculture has just completed the formulation of a scheme for the organized exploitation of a very considerable portion of the Siberian forests, and it is expected, says an *Odessa* correspondent, that the United Kingdom will in time become one of the largest importers of timber from one of the principal woodlands of the Far East. Chief organizers and administrators of the newly-created department for the deforestation of the Crown lands in the governments of Tomsk and Tobolsk have been appointed. Something like 20,000,000 acres of forest will come under their initiatory operations. A great timber port and empyrium is to be established at the mouth of the Obi.

The Russian Volunteer Fleet.

According to the programme issued by the committee of the Russian Volunteer Fleet, 21 voyages will be made by the cruisers between Russia and the Far East during the present year. It is highly probable, states an *Odessa* correspondent, that this number will be greatly exceeded, but this will depend on the number of men that the Government will send to the Far East as reinforcements to the already large army that they have quartered there, as well as number of guns, ammunition, and garrison stores required at the strongly-fortified places of Port Arthur and Vladivostok. It is reported that for the strengthening of the fortifications of these two places a sum of 3,000,000 roubles is to be spent during the current year.

The Late General Wauchope.

It is with the utmost satisfaction that we read the obituary notice which Mrs. Wauchope has sent to the *Press* as a home paper. A crop of very ugly rumours had sprung up, some to the effect that General Wauchope had appealed to his men to hold him blameless for the disaster to the Highland Brigade at Magersfontein, while others purported to assure us that the General had written to his family, on the night before the battle, saying that he felt he was being sacrificed. Mrs. Wauchope disposes of the second of these stories by declaring that her last letter from her husband was dated from the Orange River, on Nov. 16th, and contained praise of Lord Methuen, and not blame. After that we may dismiss the wild stories of soldiers who profess to know what a dying man said amid the crash and clamour of the repulse.

Death of Mr. R. D. Blackmore.

One of the most popular novelists of the century has passed away in Mr. R. D. Blackmore, who died at his house at Tedington, 20th ult. at the age of seventy-five. It is worth while to point out how curious was the chance which brought him fame. "When I was first published in 1869, 'Lorna Doone' was an utter failure, and it is possible that its merits would never have been discovered by the general public but for the marriage of the Princess Louise to the Marquis of Lorne in 1871. The public somehow conceived that there was a connection between the names 'Lorna' and 'Lorne' and bought up the whole edition, to find that though the book had no reference to the Royal marriage, it was the most fascinating novel which had appeared for years.

The Japan Society.

The Japan Society held a *commemorative* on 23rd ult. in the gallery of the Royal Institute

of Painters in Water Colours, which was very largely attended by the members and their friends. The guests were received by Mr. Kishida Mitsui, the Japanese Charge d'Affaires, and included a number of Japanese naval officers in uniform, and representatives from the Chinese Legation in their national costume. The galleries were decorated with Japanese and British flags, and the floral adornments were arranged by Mr. S. Eida, in the Japanese manner, with highly picturesque effect. A pleasing selection of music was performed by the Bijou Orchestra, which closed with the new altogether highly successful. The function further testimony to the growing influence and importance of the society.

Dense Fog in London.

Late on 20th ult. a fog of almost unparalleled density fell over London, especially in the West-end, and caused immense inconvenience to people who had been in theatres and other places of amusement. Lorry-boys with torches, lighted pedestrians across the streets, and also guided omnibuses and cabs through squares and over intricate crossings to prevent them taking the wrong turning. Even with this assistance delays were long and wearisome, and many waysfarers who expected to be home by midnight did not reach their abodes until well into Sunday morning. In Piccadilly and Knightsbridge the scene was quite demoralized in its weirdness, and the traffic got intricately mixed. Omnibuses and cabs were as often on the pavement as in the roadway, and collisions were numerous—fortunately not of a serious character, but giving rise to language as gloomy as the fog. The visitation was the worst we have had this winter.

Danish Butter for Tommy.

A committee of Danish farmers have collected a large quantity of the very best Danish butter, and have asked Her Royal Highness the Princess of Wales to accept 12,000 boxes of this article as a gift for the British soldiers. Her Royal Highness has graciously consented to distribute the same to the sick and wounded in South Africa, and has sent the following telegram to the Danish committee—Sandringham, Jan. 6.—My heart was deeply moved when I heard of the handsome and practical manner in which the Danish ladies are showing their sympathy for our gallant British soldiers by sending them 12,000 boxes of butter. In case of need, I am sure that the Danish ladies will continue to do good, and I am sure that the Danish ladies will continue to do good, and I am sure that the Danish ladies will continue to do good.

Influenza in London.

Influenza in London says a mail paper, is at last on the wane. Last week all the indications pointed to the high-water mark having been reached, although on that particular occasion, the fatalities resulting from it were more numerous than had ever been known since influenza made its presence felt, and that the ebullient might be expected immediately. The return issued by the Registrar-General on 23rd ult., shows that a great amelioration took place in the metropolis during the week ending 20th ult. Instead of 350 deaths directly attributable to influenza, as in the previous report, there were but 208, with 30 that were marked as having that scourge as a contributory cause. The fatalities from pulmonary maladies also diminished enormously, having fallen from 1,221 a fortnight ago to 728, or only 41 above the corrected average. These figures very clearly indicate the indications of a still further relief from a condition of things which, made for the Londoners almost as safe as residence in London. The general death-rate of the metropolis is rapidly reaching its normal condition. The figures for last week were 26, the previous return having been 33. Brighton's was 197, Croydon's 219, and West Ham's 189.

Obituary.

The following deaths have been reported recently:—The Marquis of Lifford, after an illness extending over a period of three months. Dr. James McIntyre, one of the foremost leaders of Modern Thought in Ethical and Religious subjects. Earl Manvers, the deceased Earl, who had been suffering from an attack of influenza. Sir Alfred Kirby, a well-known company promoter. Sir Henry William Gore-Boulton, Baronet of Lissadell, Sligo, and Earlsfield Ballymore. Lady Probyn, wife of General Sir Dighton Probyn, V.C., Comptroller and Treasurer to the Prince of Wales. Mr. William Edward Tirebuck, who has made somewhat of a name as a novelist by his "Sweetheart Green" and "Welsh Idyll," and "Miss Gertie of All Souls." The Rev. Richard Watson Dixon, D.D., vicar of Warkworth and Hon. Canon of Carlisle. Professor David Edward Hughes, F.R.S., the inventor of the Hughes Patent Telegraph, Inspector, and discoverer of the microphonic. The Dowager Lady Hicks-Beach, mother of the Chancellor of the Exchequer.

Index Numbers for 1899.

The following are Mr. Sauerbeck's annual average index numbers of the prices of forty-five commodities, the average of the eleven years 1867-77 being 100—1897-87, 79; 1889-98, 86; 1893-98, 61; 1897-98, 1898, 64; 1899, 68. The index number for last year, is four points (or 6 per cent.) higher than in the preceding year, but the advance as compared with the lowest year on record—1867—amounts to seventy points (or 70 per cent.). It is still 32 points below the standard period, which was equivalent to the average of the twenty-five years 1813-77. The rise is smaller than was probably expected by many observers, and this is explained by the fact that the average advance for the whole year applies only to materials, and here principally to textiles, and to a very slight extent to sundry materials. Articles of food, on the other hand, were in the aggregate lower—an advance, no doubt, to consumers, and were exactly on a level with 1897, so that the advance obtained in 1898 was again lost. The average price of silver was 27.16d. per oz. against 26.15d. in 1898. It stood at 27.5d. at the end of 1898, and with the exception of a moderate speculative movement in April and May, the metal remained remarkably steady, and closed at 27.16d. The shipments to India and China were large, and Russia purchased also a larger quantity than in the previous year. The index numbers for gold (1867-98) were 100—Average, 1898, 44.8; end of 1898, 44.9. Average, 1899, 45.1; end of 1899, 44.7.

Death of Mr. John Ruskin.

Mr. John Ruskin died on 20th ult. at his residence, Brantwood, Coniston, the immediate cause of death being syncope following on an attack of influenza, which developed on 18th ult. The end was sudden, and Mr. Ruskin had been unconscious for some time before two o'clock, when he breathed his last. The announcement of his death came as a painful surprise, since it was not generally known that there had been any serious change in the course of the failure of strength from which Mr. Ruskin had for a considerable period suffered. It is certainly no exaggeration to say that in

the record of the nineteenth century no writer has made a mark which will compare with that of Mr. Ruskin. Throughout his long life—he was born in 1819—he has been accepted as the master and supreme leader of that great band of workers who have devoted themselves to the advocacy of the highest type of aestheticism, and he has ranked as chief among the theorists whose writings have popularised the consideration of artistic questions. He had indisputably a quite exceptional fitness for the position he held. A man of strenuous conviction and dominated by an intense love of literary expression, a gift of persuasiveness which enabled him to impose his beliefs upon all sorts and conditions of people and to captivate even his opponents by his sincerity and honest self-reliance. During the latter years of his life ill-health crippled his activity, and put him out of touch with newer developments; but in the time of his fullest vigour he was the one supreme figure in the art world, a benevolent despot whose criticism was accepted as an almost infallible utterance, capable of its praise or blame of deciding the fortunes of every phase of artistic effort, and powerful to make or mar the career of any worker who was striving for popularity. Amid every sign of general sorrow, the body of John Ruskin was laid to rest on 25th ult. in Coniston Churchyard. The ceremony was of a simple but exceedingly impressive character. The floral tributes sent by his admirers were accepted as an almost infallible utterance, capable of its praise or blame of deciding the fortunes of every phase of artistic effort, and powerful to make or mar the career of any worker who was striving for popularity. 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Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
TOMORROW
(TUESDAY), the 27th February,
at 11 o'clock,
WEDNESDAY the 28th February, 1900,
Each day commencing at 2.30 P.M.,
at his Sales Rooms, Zetland Street, No. 2,
A LARGE LOT OF
READY MADE GENTLEMEN'S
CLOTHING,
All New and Latest Style.
Comprising—
OVERCOATS, TROUSERS, EVENING
DRESSES, WAISTCOATS, &c.
Also—
GENTLEMEN'S SHIRTS, COLLARS,
NECKTIES, FET HATS, STRAW HATS,
TWEED SUIT LENGTHS, FLANNEL
SHIRTS, English made Black and Brown
BOOTS and SHOES, CARPET and PLUSH
SLIPPERS, &c., &c., &c.

AND
A collection of Valuable JEWELLERY,
WATCHES, RINGS, BRACELETS, PEN-
DANTS, BROOCHES, &c.
Catalogues issued Prior to Sale.
On View at the Undersigned's,
TERMS OF SALE—As customary.
PAUL HREWITT,
Auctioneer.
Hongkong, 23rd February, 1900. [243b]

Intimations.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a
MEETING of the Board of Directors
of the Company, held at the Company's Office,
No. 6, Praya Central, Victoria, Hongkong,
on Monday, the 20th day of January, 1900,
the following Resolution was passed—
That a CALL of One Dollar per Share upon
all the holders of Ordinary Shares in the
above Company in respect of all the Shares
held by them in the above Company be
and the same hereby made. Such Calls
to be paid to the Company at their Bankers,
the HONGKONG AND SHANGHAI BANKING
CORPORATION at their Premises, Queen's
Road Central, Victoria, Hongkong, on or
before the 31st day of March, 1900.

And Notice is also given that in accordance
with Article 21 of the Company's Articles of
Association, interest will be charged as from
the said 31st day of March, 1900, at the rate of
5 per centum per annum, upon all calls
remaining unpaid after the said 31st day of
March, 1900, up to the actual dates of payment
of the same.
Shareholders are particularly requested to
note that upon presentation at the office of the
Company of the Bankers' receipt for payment of
the call together with the certificate of the
shares in respect of which the call has been
paid, an endorsement to that effect will be
made upon the certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 30th January, 1900. [130b]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN
CO. LIMITED.

NOTICE TO SHAREHOLDERS.
THE THIRTEENTH ORDINARY AN-
NUAL MEETING of SHAREHOLD-
ERS in the above Company will be held at
the COMPANY'S OFFICE, No. 2, Connaught
Road, at NOON, on MONDAY, the 5th March,
for the purpose of receiving the Report of the
Directors, with a Statement of Accounts to 31st
December, 1899.

The TRANSFER BOOKS of the Company will
be CLOSED from the 23rd February to
5th March, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 17th February, 1900. [224b]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that an EX-
TRAORDINARY GENERAL MEET-
ING of the SHAREHOLDERS in the above
Company will be held at the OFFICE of the
Company, on WEDNESDAY, the 7th day of
March, at NOON, for the purpose of passing
the following RESOLUTION.

1. That the Proposal of the Directors to call
up the Unpaid Capital of the Company in ONE
CALL of \$50 per Share PAYABLE on 1st July
next, is approved.

And if such Resolution is passed, for the
purpose of passing the following SPECIAL
RESOLUTION—
2. That the Profits accrued to the Company
from the issue at a Premium of the New Shares
in the Company, authorised to be issued by the
Special Resolution passed on the 6th, and con-
firmed on the 23rd day of April, 1889, amount-
ing to the sum of \$1,250,000, and which was
then carried, and is now standing to the Credit
of the Reserve Fund, and the proceeds of such
Special Resolution, be capitalised and be
applied in part payment of the CALL of \$50 per
Share on all the Shares in the Company, to be
made by the Board.

Should the above Special Resolution be
passed by the required majority, it will be sub-
mitted for confirmation at a subsequent Meet-
ing to be called for the purpose in due course.
By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 20th February, 1900. [233b]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

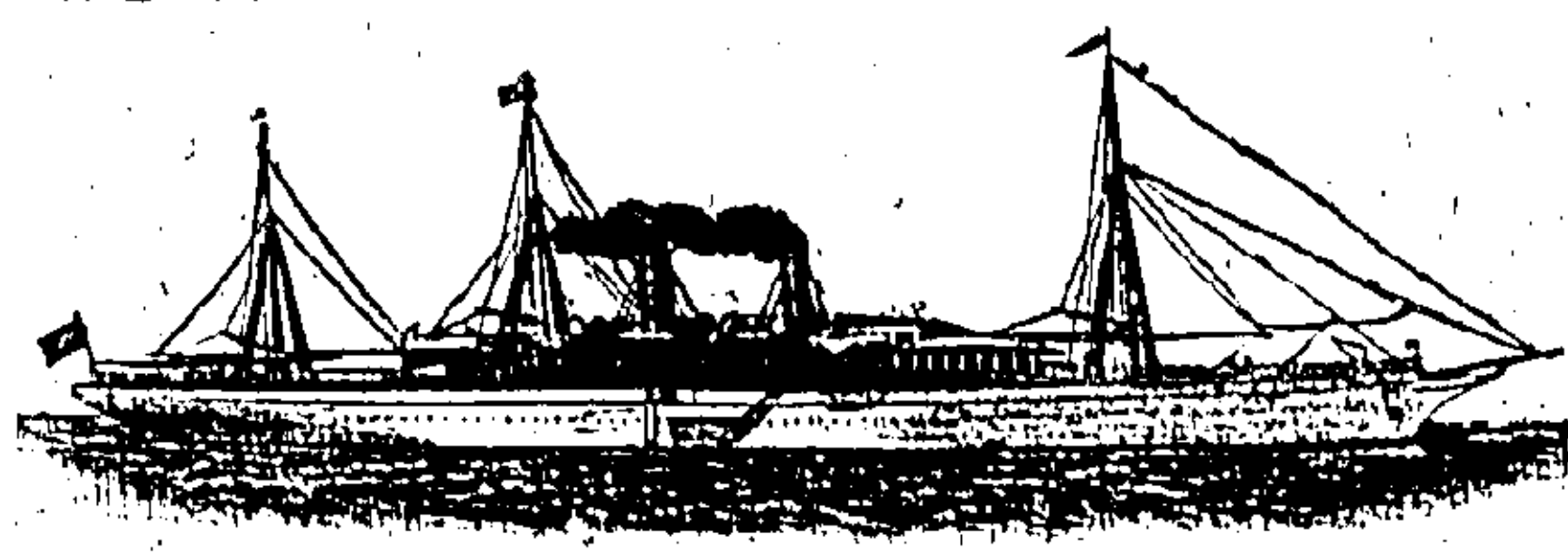
THE THIRTY-FIRST ORDINARY
MEETING of SHAREHOLDERS in
the COMPANY'S OFFICE, No. 3, Queen's Road Central, Victoria,
on THURSDAY, the 8th March, at 12 o'clock
(NOON), for the purpose of receiving a State-
ment of Accounts and the Report of the Direc-
tors for the year ending 31st December, 1899.
The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd instant to the
8th March, both days inclusive.
By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 9th February, 1900. [171b]

THE HONGKONG ROPE MANUFACTURING
CO., LIMITED.

THE FIFTEENTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the Company will be held at
the COMPANY'S OFFICE, No. 9, Praya Central,
Victoria, on THURSDAY, the 8th March, at
12 o'clock NOON, for the purpose of receiving
a Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1899, and electing a Consulting
Engineer and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 20th February to 8th
March, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 17th February, 1900. [221b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway and MOUNTAIN HOTELS of this route are owned and operated,
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage, &c., apply to—
D. E. BROWN, General Agent,
Fidlers Street, 13
Hongkong, 14th February, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.



PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Belgian King... 1379... about Feb. 28
Thyrid... 1406... about Mar. 6
Lady Joyce... 1406... about Mar. 31

THE Steamship
"BELGIAN KING,"
will be despatched for SAN DIEGO and
SAN FRANCISCO, via KOBE, YOKO-
HAMA and HONOLULU, on or about
WEDNESDAY, the 28th February.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same, if required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 17th February, 1900. [28]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin... 1421... A. Jackson... Mar. 15
Olympia... 1437... J. Truebridge... Mar. 31
Glenlogie... 1439... W. Frakes... April 24

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Monmouthshire... 1474... W. A. Evans... Mar. 5
Colquhoun... 1476... T. H. Dobson... April 7

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDSS carried.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 24th February, 1900. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, ADELPHI, SUEZ,
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship
"CLYDE,"
Captain E. Street, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 3rd
March, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 17th February, 1900. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO, THE
CENTRAL AND SOUTH AMERICA
AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 10th Mar.
at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Thursday, 5th April.
at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Tuesday, 1st May.
at Noon.

THE Company's Steamship
"DORIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-embur-
sing at San Francisco for China or Japan
(or any other port) within one year will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked in
address in full, and same will be received in
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 13th February, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU... M. Nishimura	AMOI, SHANGHAI and KOBE	THURSDAY, 1st March, at Daylight.
MIKE MARU... S. Kawamura	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 2nd March, at Noon.
KANAGAWA MARU... J. Mackenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th March, at Daylight.
*RIOJEN MARU... J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	SATURDAY, 10th March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 24th February, 1900. [6]

NORDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)
(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA... Knuth	BORDEAUX, HAVRE & HAMBURG (LONDON with transhipment in HAMBURG)	27th February, Freight.
ASTORIA... Hilde	NEW YORK (via SUEZ CANAL)	About 18th March, Freight.
*SAVOIA... Lager	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 22nd March, Freight and Passage.
SAXONIA... Kreeh	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 31st March, Freight.
HEIDELBERG... Schuler	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 6th April, Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
OARLOWITZ & Co.,
Agents.
27)

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

THE Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also, the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 5
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 23rd February, 1900. [7]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
"ALGOA" (via Moji, Kobe, and Yokohama) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

(* Taking Cargo only.)
THE U.S. Mail Chartered Steamship
"ALGOA,"
will be despatched for SAN FRANCISCO,
via MOJI, KOBE and YOKOHAMA on or
about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
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and NORTHERN PACIFIC RAILWAYS; also, the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
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direct connecting Railways, and from Chicago
to destination the choice of direct lines.

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For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 18th January, 1900. [1]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON,
1900.

NOTICE.

THE Undermentioned Vessels will sail from
CHINA DIRECT.MARSEILLES, PLYMOUTH
AND
LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.	Tons.	Shanghai.	Hongkong.	Spain.
Parramatta...	4886	Mar. 27	Mar. 31	April 6
Massilia...	5026	April 10	April 14	April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong,
4th December, 1899. [23]

Entertainment.

THEATRE ROYAL,
CITY HALL.THE HONGKONG AMATEUR
DRAMATIC CLUBwill give
TWO MORE PERFORMANCES
'THE YEOMEN OF THE GUARD,'
on

TATTOOING AND THE WAR.

The following appears in an American paper. Can it be true? "The war has given an extraordinary impetus to the tattooing art. Leading artists in this line are engaged night and day tattooing, mottos, arms, love tokens, and still stranger devices on the arms, chests, and legs of departing soldiers. Portraits of their best girl in the middle of a spiders web form a favourite decoration. One titled Guardsman had two different portraits done, one on each arm, another a shrapnel shell; another a complete representation of the Guards' colours and motto. Several officers got their inscriptions to write their names or some warm sentiment, and the tattooers reproduced the writing in facsimile. Tattooing is said to be spreading in most unexpected quarters. One tattooer says he recently tattooed a bishop with a big cross crushing a dragon, while another says an eminent surgeon bears on his breast a complete longbow and arrow, his being the greatest aid to surgical science since Lister's discovery of the antiseptic treatment."

MR. BALFOUR AND HIS CRITICS.

DEFENCE OF THE WAR OFFICE.

Mr. Balfour tackled his critics in a speech at Manchester, on the 10th inst. He had been accused of being a thick-and-thin supporter of the present Government in everything it had done, and he took the opportunity, at a luncheon in Manchester, to answer his critics.

THE ATTITUDE OF THE WAR OFFICE.

I understand, said Mr. Balfour, that we (the Government) are charged with undue capriciousness of disposition. It is possible that there are facts to be elicited with regard to the War Office administration of this war, with which I am not acquainted, which if revealed to the public would produce an unpleasant impression. Surely, gentlemen, there never has been any war, never in the history of the world, in which the War Office were readier with instantaneous and immediate information upon every incident in that war, whether that incident was pleasant or whether that incident was unpleasant. We had no wish to minimise the reverses which we have endured any more than we had any desire to exaggerate the successes which I am glad to think have so often crowned the gallant conduct of our troops. I should be sorry to be thought, even by my friends, a thick-and-thin supporter of anything. I am a thick-and-thin supporter of nothing—not even of myself. I am always ready, if I know myself, to listen to what has to be said and to deal with it to the best of my ability, and the last thing I have ever said, or that I ever shall say, would be to suggest that operations of the enormous magnitude which have been conducted in this war could go through all those months without now and then some high occurring.

THE ARTILLERY.

All I have committed myself to with the firmest conviction that what I said is true, is that the statement that we sent our troops into action armed with mobile guns so feeble that practically they were placed at a hopeless disadvantage with their opponents, I say that statement I believe to be inaccurate, and I firmly believe, and examination may show, I am correct. I firmly believe that the field gun and the Horse Artillery gun which the Army has at the present time, though not a perfect gun, is a gun which compares favourably with any gun now used by great nations. All you can ask of the War Office is that the country is what the French ask of the French War Office, what the Germans ask of the German War Office, namely, that their troops shall be supplied in the field with guns not unequal to cope with the guns to be brought against them. None of the critics told us our guns were bad before. They have had the opportunity. They have been opposing the War Office ever since I can remember anything. (Laughter.) They abused it for every species of thing—organisation, manipulation of the Army, and all the rest of it. Have they ever, up to the present time, attacked it for having had field artillery? They may have done, but I do not remember it.

IS CONSCRIPTION COMING?

People are very apt to ignore the extraordinary difficulty of the military problem which we have to deal with compared with the military problem with which other great military Powers have to deal. Take the case of a great and friendly Power—Germany, to begin with, Germany starts with conscription. I don't know whether the public of this country are ready to grant the War Office conscription. (Cries of "Yes" and "No.") I gather at all events, that there is no unanimity upon the point. (Laughter.) If the country were unanimous, and if there was an overwhelming tide of public opinion in favour of some form of conscription service, manifestly the problem of the War Office would be simplified, as it is in Germany, France, Italy, Russia, Switzerland, and every other country in the world, except the two great English-speaking countries, the United States of America and Great Britain. But this is not the only special difficulty under which our War Office labours. The German military problem is one of extreme simplicity, though no doubt of absolutely vital importance to the country. It is how to resist invasion or to make an attack upon two co-equal Powers, in a country every inch of which is known, every inch of which has been surveyed and considered for the sole purpose of determining plans of defence or attack, and in which the exact number and the exact quality and the exact armaments of any possible enemy are known absolutely to the last man and the last gun. I ask you to compare that with the military problem which the War Office has to set against it. There have been in the present century, I suppose, three great wars in which we have been engaged. The first was the war conducted by Wellington in Spain, the second the Crimean War, and the third the present war in South Africa. Now can you imagine three wars conducted in countries more different and under circumstances more different than these three wars? And interspersed between these you have had numerous smaller wars in New Zealand, in South Africa, Canada, India, China, all over the world, each requiring us to study a different enemy, each bringing us in contact with different armaments, each war requiring a different kind of transport to carry it into effect. What parallel is there between a War Office like ours, in this constant preoccupation, and the small, though no doubt most serious, questions which the French headquarters staff, or the German headquarters staff, or the Russian headquarters staff have to consider? There is absolutely no parallel.

THE REAL PROBLEM.

The critics of the War Office have not really insisted upon what is a novel and interesting fact of this war. It is not that the Boers have better artillery, so it seems to me. The main thing we have to learn and get to consider, with a view to eliciting the proper lesson, is the problem presented by the fact that, for the first time, not only in our history, but in the military history of the modern world, we have got to meet an enemy entirely mounted and now I think perfectly true, that that fact and all the consequences from it, were not adequately realised. Did any critic of the War Office ever suggest it? I do not remember, and I observe that in this question of

mounted infantry we are not behind the great military Powers, France and Germany. We are in front of them. We have done more in this war than towards utilising what I imagine will bear so important a part in the wars to come. We have done more than any of them to organise, and utilise, such a force. It is quite true we have not done enough; it is quite true that if we had gone into this war with the mass of mounted soldiers which doubtless we shall have long before the war closes matters would have been much simpler and much easier, and if that is to be the accusation against the Government or the War Office, I have no defence. I do not think a defence is required. You may ask much of your officers and of your Ministers, but you cannot ask omniscience, and so far as I know not a single soldier, not a single military critic in England, France, Germany, or Italy had foreseen the remarkable results which mounted infantry can attain. When I remember that not one military critic had foreseen that, I think the War Office can still say that, however much they erred in not making that forecast the blame is too widely distributed to press very heavily on any single individual or any single officer. Another thing which I anticipate they will learn from this war is that it may be very desirable in the future to make guns of position, guns which are not so mobile either as field artillery or horse artillery, part of the regular equipment of the Army. Until you can assume that the War Office is lagging behind the military information of the time, it seems to me perfectly ludicrous to hurl these attacks at them for want of prescience.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Angier, A. G. Kondoway, Miss
Ah Fong, Miss Kynock, W.
Amoy, Fanny Kasten, Miss P.
Alckeloff, M. Lanka, J.
Armstrong, A. Lowenthal, J.
All, Miss Lunie, Mrs.
Arnsnacker, Mrs. Lee, Lieut. R. C. A.
Arns, N. M. Liddell, R. C. A.
Aglivie, A. R. Landershausen, A.
Aulter, Dr. V. Lauter, Dr. O.
Ayres, Lemaire, Paul
Albert, Hope S. S. Co. Lee, C.
Amble, Leithridge, H. B.
Andrade, Langlad, Madam
Ahes & Co. McGovern, P.
Ance, Madam E. Moore, Mrs. M.
Baronian, Z. S. Mui Yung, Mrs.
Bennett, J. Montilla, I.
Bennet, R. E. Masthorpe, Miss
Baring, T. Medichini, A. K.
Bibbig, E. M. Mordica, S. R.
Bibby, Angus Macay, A. R.
Ballard, Anna Musze, Paul
Brennes, C. Marilla, C.
Burnett, L. C. Marriotti, H. D.
Bussie, G. McHenry, E. C.
Buckley, Middleton, Miss
Bloom, Rosa Marescaus, Capt.
Bowles, C. E. Menier, Mrs. K.
Barker, A. M. Macrotein, A.
Bass, J. F. Marti, R.
Bawram, Mundy, J. W. U.
Bels, W. Morris, H.
Bourdard, Maly, L. M.
Baudroff, Muhro, Miss A.
Bridge, G. E. Martin, A. H.
Bodemeys, M. Maccilla, J.
Breitag, H. Nallou, O.
Brooks, W. McHamee, R.
Bry, H. A. Morrison, C. E.
Black, Mrs. Mountieth Mortimore, P.
Blundenfield, L. McDonald
Bohm, Tibbabs Nagrata, T.
Bruschings, M. Nalbet, S.
Bray, P. Nesbet, M. A.
Bleford, W. & Co. Newfille, B. A.
Borgos, F. Nugman, Y.
Blythe, C. J. Noyes, Mrs. C.
Blutter, G. Ovedo, F.
Binley, Miss Odor, B.
Baker, Col. W. H. O'Donoghue, Miss
B. H. O'Donoghue, Miss
Brud, L. M. O'Sullivan, M.
Bardley, J. Phillips, J.
Barral, T. Pinnappel, J. H.
Baldasine Bholos
Bholos, Miss H. C.
Bholos, Miss M. C.
Casson, Miss E. C.
Cliffson, G. Puthil, R. P.
Chineval, S. F. Pracht, J.
Crook, Miss N. C. Peoples, Rev. S. C.
Cutter, Miss R. Berine, R. G.
Cameron, D. C. Price, C. G.
Chambers, E. H. Prym, F. J.
Crony, H. Pulner, W.
Chaplin, Miss Kerkare, K.
Chapman, Capt. J. Parker, A. L.
Clawson, Papadinos
Charles, Mrs. J. Park, Miss M.
Carben, G. Perrine, Rev. S. A.
Chenillo, G. Paderni, R.
Colenso, R. L. Pallatzer, F.
Cheung Kong Patterson & Co.
Calder, W. Richerla, Miss D.
Clark, Anna Rosenzweig, Mrs. P.
Garman, D. M. Rotenberg, G.
Ducat, Capt. C. M. Rawlings, R.
Delen, Mrs. L. Ratchell, Mr.
David, M. W. Rensens, G.
Dauency, C. Robinson, M. E.
Dean, W. A. Rumbold, W.
Dalton, C. Roebelen, C.
Dirks, R. Reynolds, J.
Davies, Capt. F. Ruppert, T. E.

List of Registered Covers for Merchant Ships.

S.S. *Falut* G. Larson.
S.S. *Falut* J. Williams.
S.S. *Falut* T. Williams.
S.S. *Chankling* Capt. Kirkwood. (2)
S.S. *Culchus* Capt. J. Vaughan.
S.S. *Clyde* Hamilton Northcote.
S.S. *Culchus* A. Hoar.
S.S. *Diamond* J. Fleming (Baker). (2)
S.S. *Empress of India* Rev. W. K. McKibbin.
S.S. *Halpin* R. Macfarlane. (passenger)
S.S. *Kaoying* Capt. Outerbridge.
S.S. *Loosk* G. Menzies.
S.S. *Maeked* Mrs. Farrell.
S.S. *Norma* N. A. Shaw.
S.S. *Oceana* W. L. Pattenden.
S.S. *Petrachus* D. Pritchard.
S.S. *Pharant* Chief Engineer.
S.S. *Singap* J. Scott.
S.S. *Sarpedon* J. Harris.
Man of War *Sima*
S.S. *Tamul* P. Williams.
S.S. *Tatellaw* D. A. Allan.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY BAIT,
DAILERS' MOTOR LAUNCHES,
&c., &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c., &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

SIEN TING,

SURGEON-DENTIST,
No. 2, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

Grunberg, T.
Gronne, E.
Hesketh, S. B.
Henderson, C. B.
Hough, C. C.
Hofstad, L.
Hamilton, Miss E.
Hoony, C.
Hoffman, G. M.
Hutchinson, G. W.
Hall, J. Andrew.
Halbert, H.
Hope, F. C.
Hoe, Ah.
Hill, Rev. J. R.
Holt, G. C.
Holt, Capt. C.
Holt, G. C.
Humphrey, W.
Hooper, A. F.
Hally, Wm. D.
Henrichsen
Hamilton, Mrs.
Henningsen, F.
Hunter, Miss L. M.
Hame
Ingram, Miss C. G.
Isa Ah Yans
Johnson, G. C.
Japan-Importing and
Exporting Co.
Johnson, W. A. J.
Jones, Dr. R. F.
Jackson, Miss
Jini, Messrs.
Johnson, Rev. H. G.
Japson, S. R.
Jones, W. T.
Jones, Capt.
Jain, P. A.
Jackson, Ensign
Kantow
Kember, D. F.
Knight, W.
Kay, W.
Kirkland, Miss
King, K.

List of Registered Covers in Poste Restante.

Asa Singh Miller, Mr. S.
Antonietta, Ferrais. Mehta Khan.
Antony, Mrs. Marti, Roman.
Armstrong, A. Meyer, H. H.
Badolo, G. B. Mastowski, W. von.
Bannon, Miss. Mohamed Amia.
Bodemeys, H. H. (2) Nestiz, W. N.
Burgess & Co. Nazim Khan
Brasche Ortega, J. T.
Blake, J. Olbes, D. F.
Baker, I. Pelley, E. Le
Boota Singh Rue, A. La
Bata, (Sepoy) Kleus, A.
Beatty, Mrs. N. Rankin, A. W.
Bennett, J. R. A. W.
Bennet, R. E. Raulen, Theo.
Bennet, R. E. Raymond
Bibbig, E. M. Ratta Singh
Bibby, Angus Reichel, Mrs.
Ballard, Anna Reyes, Mariano
Brennes, C. Ralla Hakin
Burnett, L. C. Rozario, A. F. do
Bussie, G. Stemer, C. L.
Buckley, E. Soun-chong. (2)
Bloom, Rosa Foute, Miss E.
Bowles, C. E. Forsyth, G. G. S.
Barker, A. M. Fournier, A. F.
Bass, J. F. Fukuda, S. (2)
Bawram, Mundy, J. W. U. Stenberg, S.
Bels, W. Morris, H. Schusterman, V.
Bourdard, Maly, L. M. Silverster, Pte.
Baudroff, Muhro, Miss A. Schwantankupart,
Bridge, G. E. Martin, A. H. S. C.
Bodemeys, M. Maccilla, J.
Breitag, H. Nallou, O.
Brooks, W. McHamee, R.
Bry, H. A. Morrison, C. E.
Black, Mrs. Mountieth Mortimore, P.
Blundenfield, L. McDonald
Bohm, Tibbabs Nagrata, T.
Bruschings, M. Nalbet, S.
Bray, P. Nesbet, M. A.
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Bholos, Miss M. C.
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Crony, H. Pulner, W.
Chaplin, Miss Kerkare, K.
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Clawson, Papadinos
Charles, Mrs. J. Park, Miss M.
Carben, G. Perrine, Rev. S. A.
Chenillo, G. Paderni, R.
Colenso, R. L. Pallatzer, F.
Cheung Kong Patterson & Co.
Calder, W. Richerla, Miss D.
Clark, Anna Rosenzweig, Mrs. P.
Garman, D. M. Rotenberg, G.
Ducat, Capt. C. M. Rawlings, R.
Delen, Mrs. L. Ratchell, Mr.
David, M. W. Rensens, G.
Dauency, C. Robinson, M. E.
Dean, W. A. Rumbold, W.
Dalton, C. Roebelen, C.
Dirks, R. Reynolds, J.
Davies, Capt. F. Ruppert, T. E.

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S.S. *Falut* J. Williams.
S.S. *Falut* T. Williams.
S.S. *Chankling* Capt. Kirkwood. (2)
S.S. *Culchus* Capt. J. Vaughan.
S.S. *Clyde* Hamilton Northcote.
S.S. *Culchus* A. Hoar.
S.S. *Diamond* J. Fleming (Baker). (2)
S.S. *Empress of India* Rev. W. K. McKibbin.
S.S. *Halpin* R. Macfarlane. (passenger)
S.S. *Kaoying* Capt. Outerbridge.
S.S. *Loosk* G. Menzies.
S.S. *Maeked* Mrs. Farrell.
S.S. *Norma* N. A. Shaw.
S.S. *Oceana* W. L. Pattenden.
S.S. *Petrachus* D. Pritchard.
S.S. *Pharant* Chief Engineer.
S.S. *Singap* J. Scott.
S.S. *Sarpedon* J. Harris.
Man of War *Sima*
S.S. *Tamul* P. Williams.
S.S. *Tatellaw* D. A. Allan.

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BRAND, HARTMANN'S GREY BAIT,
DAILERS' MOTOR LAUNCHES,
&c., &c.

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P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c., &c.
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Hongkong, 14th May, 1896. [38]

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SURGEON-DENTIST,
No. 2, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, on THURSDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 22nd February, 1900. [2395]

For Sale.

FOR SALE.

PARTIALLY DECKED-CENTRE BOARD YACHT *GEZ/34*. Length over all 26' 6", Water Line 17' 3", Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to "X" c/o This Office. Hongkong, 26th January, 1900. [116b]

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. O'Brien, will be despatched for the above Ports, on FRIDAY, the 2nd March, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 24th February, 1900. [246b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched for the above Ports, on FRIDAY, the 2nd March, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 24th February, 1900. [245b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHIA,"

Captain Moore, will be despatched for the above Ports, on MONDAY, the 5th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd February, 1900. [141b]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN,"

will be despatched for the above Port on or about the 5th March.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 20th February, 1900. [234b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Griet, will be despatched for the above Port, on TUESDAY, the 6th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th January, 1900. [115b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched for the above Port, on WEDNESDAY, the 7th March.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th February, 1900. [222b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched for the above Port, on WEDNESDAY, the 7th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th February, 1900. [181b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"

D. Davies, Commander, will be despatched for the above Port, on WEDNESDAY, the 14th March.

For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Gregory, will be despatched for the above Port, on TUESDAY, the 20th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th February, 1900. [182b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. REGULUS,"

will be despatched for the above Port. For Freight, apply to BODWELL & CO., LIMITED, Agents. Hongkong, 12th February, 1900. [139b]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"FOOCHOW,"

Captain Smale, will be despatched for the above Port, on THURSDAY, the 1st March.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th February, 1900. [247b]

FOR RANGOON.

(Taking Cargo at through Rates to MOULMEIN, ARRACAN PORTS, COCHIN, AND MALABAR PORTS.)

THE British India S. N. Co.'s Steamship

"COMORTA,"

Captain T. A. Collins, will be despatched for the above Port, on SATURDAY, the 3rd March, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 7th February, 1900. [163b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Peters, will be despatched for the above Port, on MONDAY, the 26th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th February, 1900. [248b]

INSURANCE.</

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohisui Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Mamou Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1899.VISITORS AT THE HONGKONG
HOTEL.

Adamson, Mr. C. P. Lambie, Mrs. J. E.
Aiken, Mr. J. H. child and amah
Aldis, Mr. O. W. Langdon, Mr. & Mrs.
Aldis, Mr. O. F. Leggat, Mr. E. C.
Andersen, Mr. M. A. Lewis, Mr. A.
Angier, Mr. and Mrs. Little, Mr. E. S.
A. G. Lutz, Mr. Emilie
Angus, Mrs. John MacGowan, Mr. R. J.
Bailey, Mr. W. S. MacGowan, Miss
Balfour, Mr. and Mrs. Macmillan, Mr. A. C.
Barber, Mr. J. N. Macmillan, Col. & Mrs.
Barlow, Mr. B. J. Mason, Mr. H. B.
Barnett, Mr. J. F. N. Mayson, Mr. J. V.
Bellard, Mr. McLeod, Mr. & Mrs. E.
Blackburn, Com. R. N. Mead, Mrs. and child
Botenheim, Mr. & Mrs. Messer, Mr. T. S.
Bryon, Mr. J. C. Morrison, Mr. M.
Bland, Mr. C. M. Moves, Mrs.
Brewer, Miss M. D. Moses, Misses (2)
Bright, Mr. and Mrs. Murphy, Mr. E. O.
W. R. Myer, Mr. A. H.
Brooks, Mr. Franklin Myers, Mr. S. M.
Brooks, Mrs. F. W. Neirup, Mr. Van
Brown, Mr. and Mrs. O'Neill, Mr. J. J.
D. E. Parritt, Mr. W.
Burgdorf, Mr. T. F. Potter, Mr. E. G.
Burgdorf, Mr. G. Ray, Mrs. J. L.
Burrell, Mrs. A. Reaves, Mr. S.
Byron, Mr. J. C. Reilly, Major C. W.
Carter, Mr. H. B. Rice, Mr. and Mrs.
Clark, Mrs. F. Richardson, Mr. G. E.
Clark, Dr. and Mrs. F. Riggs, Mr.
Connell, Mr. J. J. Riley, Mrs. C. C.
Crary, Mr. W. J. Robins, Mr. S. J.
Dawford, Mrs. E. C. Rodgers, Mr. T.
Dawson, Comdr. and Mrs. R. F. Ross, Miss
Denroche, Mr. P. C. Rothwell, Mr. H. J.
Drake, Mr. and Mrs. Rouget, Mr. S.
A. M. Taylor, R.A.M.C., Lt.
Dunn, Miss Col.
Dupont, Mr. A. Sampson, Mr. H. G.
Earnshaw, Mr. & Mrs. Scott, Mr. H. G.
Ehmann, Mr. E. E. Sergeant, Mr. B. W.
Ellam, Mr. Spencer Sharp, Mr. & Mrs. E. H.
Foglin, Mrs. B. Simmins, Mr. H.
Finlay, Mr. A. J. Smythe, Mr. A. J.
Fleischer, Mr. Hamilton
Forest, Mr. T. S. Stewart, Mr. E. H.
Gantorski, Mr. A. S. Taylor, Mr. B.
Gibson, Miss Toomey, Mr. R.
Gillingham, Mr. A. W. Torrens, Mr. G.
Glover, Mrs. Vaughan, Mr. H. S.
Goddard, Capt. Vaughan, Mr. H. S.
Gracey, Mr. S. P. Waghom, Mr. G.
Green, Mr. M. F. Waidow, Mr. R.
Griffin, Major and Mrs. Walling, Mr. and Mrs.
Grove, Mr. W. M. B. T. and child.
Guignard, Mr. T. Walsh, Mr. and Mrs.
Hall, Mr. R. J. Warfield, Mr. and Mrs.
Hammerly, Mr. B. F. Wainey, Mrs. Claude
Hampel, Mr. B. and child
Henderson, Mr. and Mrs. Whitley, Mr. & Mrs. W.
H. H. Whitley, Miss
Hocking, Mr. P. Whitley, Mr. W. J. G.
Howard, Mr. T. Whitlow, Mr. and Mrs.
Hudson, Mr. C. J. A. W.
Hudson, Mr. E. P. Wild, Mr. and Mrs.
Jackson, Mr. W. Bagnall
James, Miss Wilson, Mr. W. H.
Jeffrey, Major & Mrs. Wood, Mr. C. E.
Joseph, Mr. and Mrs. Wiles, Mr. W. S.
K. B. Young, Jr. Mr.
Katch, Mr. E. A. Zuniga, Mr. J. M. de
Klithorn, Mr.

EXCHANGE

Hongkong, 26th February.
ON LONDON, Telegraphic Transfer 1/11 1/2
Bank Bills, on demand, 1/11 1/2
Credits, 4 months' sight 1/11 1/2
ON PARIS, Bank Bills, on demand 2/4
Credits, 4 months' sight 2/4 1/2
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days' sight 47 1/2
ON BOMBAY, Telegraphic Transfer 144 1/2
ON SHANGHAI, Telegraphic Transfer 72 1/2
Bank Bills, on demand, 72 1/2
ON YOKOHAMA, T.T. 4 per cent. prem. 73 1/2
Sovereigns, Bank's Buying Rate 10.23
Gold Leaf 100 touch, per tael 53.35
Silver 27 1/2
Dollars 21 per cent. prem.

OPUM QUOTATIONS.

Hongkong, 26th February.
New Patna 95 per chest.
New Benares 90 per chest.
New Malwa 90 per picul.
Old Malwa 90 per picul.
Persian, Oily, cash 60
Persian, paper tial 85/86

The Share Market.

LATEST QUOTATIONS.

(February 26th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	314 3/4 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$26
Do. Founders.	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$130 sales
China Traders' Ins. Co., Ltd.	\$ 25	\$36
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125 sales
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$2
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$150
China Fire Ins. Co., Ltd.	\$ 20	\$89
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29 1/2
Indo-China Steam Navigation Co., Ltd.	£ 10	\$87
China Manilla S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$19
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	\$15
Star Ferry Co., Ltd.	\$ 10	\$19
"Shell" Transport & Trading Co., Ltd.	£100	£250
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$135
Luzon Sugar Refining Co., Ltd.	\$100	\$17
Mining.		
Punjab Mining Co., Ltd.	\$ 6	\$4
Punjab Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.47
Jelesu Mining and Trading Co., Ltd.	\$ 5	\$134
Raub Allain Gold Mining Co., Ltd.	158.100	\$624
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$51
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$49.90
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	545 3/4 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$87
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$44
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$20 1/2
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.40
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$122
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$43
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$9 ex div.
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Loau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$28 1/2
China-Borneo Co., Ltd.	\$ 15	\$16 1/2
A. S. Watson & Co., Limited	\$ 10	\$164
Watkins, Limited	\$ 10	\$11
Hongkong Electric Co., Limited	\$ 10	\$124
Hongkong Electric Co., Limited	\$ 2	\$2.15
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 8	\$350
Geo. Fenwick & Co., Ltd.	\$ 25	\$3
Hkong Ice Co., Ltd.	\$ 25	\$167
Hkong High-Level Tramways Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 6	\$6
Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$5
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address: "Hkto."

Telephone No. 148.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew John, Major G. R. St.
Brayne, Mr. H. F. R. Lee, Mr. J. E.
Brown, Colonel Martin, Mr. R.
Bure, Mr. P. Mitchell, Mr. R.
Carrington, Sir John W. Mounsey, Mr. and Mrs.
Clarke, Capt. and Mrs. Oppenheim, Mr. J.
A. C. O'Gorman, Lt.-Col. The
Dann, Mr. G. H. O'Gorman, Madame
Davies, Mr. W. H. Lullook, Hon. H. E.
Dow, Mr. P. Pryne, Capt. H. V.
Dreze, Mr. F. J. Haver Ramsey, Comdr. R. M.
Ezekiel, Mr. J. S. Sinclair, Mr. A.
Forbes, Mr. A. Smith, Mrs. Albert
Fraser, Lt.-Col. A. R. Stokes, Mr. A. G.
Gompert, Mr. H. H. Stokes, Mr. A. G.
Graham, Mr. D. E. Taylor, Mr. & Mrs. J.
Green, Mr. Edward F. Thomson, Mr. O. D.
Hay, Mr. J. Wardwell, Miss (2)
Inchbald, Mr. Chantrey Wheeler, Mr. G. H.
Jacob, Mr. F. B.

CRAIGIEBURN.
Casal, Madame Penny, Miss
Dowler, Mrs. H. G. Rice, Miss Albert Smith
Fittion, Mr. W. A. Rice, Miss Ellen A.
Fittion, Mrs. and 2 Simmonds, Mrs. C. B.
Flynn, R.N. Rev. F. Snow, Lt. C. F. U.S.N.
Johnson, Rev. F. T. Snow, Mrs. G. F. and
Johnston, Mr. R. F. daughter
Miller, Miss Maud Villere, Mr. M. de
Miller, Miss Carolina Volpicelli, Consul
Miller, Miss Julia Volpicelli, Madame
Ossorio, Mrs. F. P. and Wright, Mrs.
daughter

VESSELS IN PORT.

Steamers.
AMIGO, German steamer, 771, J. Rendixen,
13th Feb.—Hohow 12th Feb, Rice.—
Jelison & Co.
BAKU STANDAR, British steamer, 5000, H.
Tucker, 22nd Feb.—Shanghai 18th Feb,
Ballast.—Meyer & Co.
CATHERINE APCAR, British steamer, 1730, J.
G. O'Brien, 23rd Feb.—Calcutta 3rd Feb,
Penang and Singapore 17th, General.—
David Sassoon, Sons & Co.
CEREDA, British steamer, 1603, L. Johnson,
12th Feb.—Singapore and Feb, Case Oil.
—Jardine, Matheson & Co.
CHINA, American steamer, 3187, D. E. Friele,
22nd Feb.—San Francisco 24th Jan, and
Shanghai 19th Feb, Mails and General.—
P. M. S. S. S.
CHOWTAT, British steamer, 1100, J. A. Morris,
13th Feb.—Saigon 9th Feb, Rice.—
Butterfield & Swire.
CHUNSAO, British steamer, 1418, E. J. Butler,
20th Feb.—Hongay 16th Feb, Coal.—
Jardine, Matheson & Co.
DAPHNE, German steamer, 1292, Th. Nissen,
31st Dec.—Kutchinotzu 26th Dec, Coal.—
Siemssen & Co.
DEUTEROS, German steamer, 1001, E. Peter-
sen, 21st Feb.—Saigon 16th Feb, Rice.—
Siemssen & Co.
DEVAVONGSE, British steamer, 1037, Richard
Curry, 20th Feb.—Bangkok 11th Feb,
and Koh-si-chang 13th, General.—Yuen
Fai Hong.
ELISABETH RICKMERS, German steamer, 4000,
E. Malchow, 23rd Feb.—Singapore 16th
Feb, General.—Jardine & Co.
ELSE, German steamer, 903, T. Petersen,
23rd Feb.—Saigon 17th Feb, Rice.—
Jelison & Co.
EMPRESS OF JAPAN, British steamer, 5904,
G. A. Lee, N.R., 24th Feb.—Yanbuver
2nd Feb, and Shanghai 22nd, Mails and
General.—C. P. R. Co.
GERMANIA, German steamer, 1174, A. Möller,
10th Feb.—Java 30th Jan, Sugar.—Jelison
& Co.
HAILAN, French steamer, 377, Pannier, 24th
Feb.—Pakhoi 23rd Feb, General.—A. R.
Marty.
HONGKONG, French steamer, 739, Bastian,
27th Dec.—Haiphong and Hohow 26th
Dec, General.—A. R. Marty.
KONOURA MARU, Japanese steamer, 1354, K.
Shima, 24th Feb.—Moji 20th Feb, Coal.
—Dodwell & Co. Ltd.
KUTSANG, British steamer, 1495, R. C. D.
Bradley, 23rd Feb.—Java 13th Feb, Sugar.
—Jardine, Matheson & Co.
LOKSANG, British steamer, 989, Leask, 21st
Feb.—Bangkok 13th Feb, General.—
Jardine, Matheson & Co.
LOVAL, German steamer, 1237, Lorenzen, 21st
Feb.—Canton 21st Feb, Ballast.—Sander,
Wieler & Co.
MACHIEW, British steamer, 995, J. E. Farrell,
22nd Feb.—Bangkok 15th Feb, General.
—Butterfield & Swire.
MENMUR, British steamer, 1980, S. J. George,
6th Dec.—Sourabaya and Chienbo 25th
Nov, Sugar.—Jardine, Matheson & Co.
MICHAEL JENSEN, German steamer, 710, P.
Hemmett, 23rd Feb.—Pakhoi and Hohow
22nd Feb, General.—Jelison & Co.
PHRA CHLOA, British steamer, 1011, J.
Fowler, 21st Feb.—Bangkok 12th Feb,
Rice, etc.—Butterfield & Swire.
PROSPER, Norwegian steamer, 789, Thorsten-
sen, 3rd Feb.—Sourabaya 3rd January,
Sugar.—Geo. R. Stevens & Co.
QUEEN ADELAIDE, British steamer, 1835, M.
Nair, 19th Feb.—Tacoma and Kobe 14th
Feb, General.—Dodwell & Co. Ltd.
RELIEF, American transport, 3000, Frank
Harding, 13th Feb.—Manila 10th Feb.
SABINE RICKMERS, British steamer, 690, J. R.
Nasbet, N.R., 20th Feb.—Bangkok 13th
Feb, General.—Arnhold, Karberg & Co.
SISHAN, British steamer, 845, A. Jones, 22nd
Feb.—Saigon 16th Feb, Rice.—Bradley
& Co.
SULLBERG, German steamer, 782, Meyer, 22nd
Feb.—Sourabaya 10th Feb, General.—
Siemssen & Co.
SWATOW, German steamer, 631, E. Schipper,
22nd Feb.—Haiphong 18th Feb, and
Hohow 21st, Rice.—Siemssen & Co.
TATEGAMI MARU, Japanese steamer, 1673, M.
Tomoe, 22nd Feb.—Moji 17th Feb, Coal.
—Jeffries.
TELLINA, British steamer, 3124, T. G. Scott,
1st Feb.—Moji 16th Feb, Coal.—Arn-
hold, Karberg & Co.
VICTORIA, American steamer, 1992, John
Panton, 29th Jan.—Manila 26th January,
Ballast.—Dodwell & Co. Ltd.

Sailing Vessels.

ALLERTON, British ship, 1938, Tyle, 31st Jan.
—Cardiff 8th Sept, Coal.—Admiralty.
BERLIN, American ship, 1552, B. Gaffey,
20th Feb.—New York 14th Sept, Kerosine
Oil.—Order.
BRODERICK CASTLE, British ship, 1745, O.
Olson, 29th Jan.—New York 24th Aug,
Case Oil.—Standard Oil Co.
EMILY REED, American ship, 1460, D. C.
Nickols, 14th Feb.—Singapore 11th Dec,
Petroleum.—Standard Oil Co.
ISAAC REED, American ship, 1887, Watts, 8th
Feb.—New York 16th Aug, Kerosine Oil
—Standard Oil Co.
TRATAGAR, British 4-masted bark, 1616, M.
S. Wright, 26th Dec.—Hongay 15th Dec,
Ballast.—Sander, Wieler & Co.
WARATAH, British schooner, 25, Haynes, 23rd
Sept.—Takow 13th Sept, Ballast.—Mr. F.
W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 26th, 1900.
Alacrity, dispatch-vessel, 1700 tons, 10 6-pd.
g. guns, 3000 i.h.p., Commander A. H.
Smith-Dorrien, Hongkong.
Algerine, sloop, 1050 tons, 6 guns, 1100 i.h.p.,
Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5600 tons, Capt. E. H.
Boyle, Hongkong.
Barfleur, 1st class battleship, 13000 tons, 14
guns, 13,163 i.h.p., Captain Hon. S. C. J.
Colville, C.B., en route Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4360 tons, 18
guns, 9000 i.h.p., Capt. R. L. J. Mont-
gomerie, C.B., R.N., Shanghai.
Britia, British cruiser, 1770 tons, 6 guns, 5600
i.h.p., Capt. R. B. S. Wrey, Hongkong.
Centurion, British flagship, 10,500 tons, 14 guns,
9000 h.p., Capt. J. R. Jellicoe, Hongkong.
Daphne, sloop, 1200 tons, 8 guns, 2000 i.h.p.,
Comdr. C. Wintington-Ingram, Hankow.
Endymion, British cruiser, 7350 tons, Capt. G.
A. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 363 tons, 3 guns,
200 i.h.p., Lieut.-Comdr. C. Chabodwick,
Ichang.
Fame, twin screw, torpedo-boat destroyer, 360
tons, 5400 i.h.p., Lieut.-Com. W. J. Keyes,
Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer,
260 tons, 6 guns, 4000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4000 i.h.p., Hongkong.
Hermione, British cruiser, 4360 tons, Capt. R.
S. D. Cumming, Hongkong.
Humber, storeship, 1640 tons, 800 i.h.p., Com.
H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3600 tons, 8
guns, 7000 i.h.p., Capt. H. N. Dudding,
Singapore.
Linnets, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Commander W. W.
Smythe, Wuchow.
Orlando, British cruiser, 5600 tons, Capt. J. H.
Burke, Manila.
Pavlov, 1st class gunboat, 775 tons, 6 guns,
1200 i.h.p., Lieut.-Comdr. S. G. Douglas,
Shanghai.
Phoenix, British gunboat, 1015 tons, Comdr.
Cochrane, Hongkong.
Piem, 1st class gunboat, 750 tons, 6 guns,
1200 i.h.p., Lieut.-Comdr. J. F. E. Green,
Hongkong.
Pluvier, 1st class gunboat, 453 tons, 6 guns,
1200 i.h.p., Lieut.-Comdr. U. V. de M.
Coppet, Manila.
Redpoll, British gunboat, 805 tons, Capt. F. F.
Haworth Booth, Shanghai.
Sandsifter, British river gunboat, 2 guns, Lt.-
Comdr. Carr, on the West River.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 200 i.h.p., Lieut.-Comdr. H. E. Hill-
man, on the West River.
Undaunted, 1st class cruiser, 5600 tons, 12
guns, 8500 i.h.p., Capt. A. C. Clarke,
Hongkong.
Victoria, British battleship, 14900 tons, 32
guns, 12,000 i.h.p., Captain A. Schomberg,
Hongkong.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer,
360 tons, 6000 i.h.p., Lieut.-Comdr. E.
Kelly, Hongkong.
Wivenhoe, coast defence ship, 2750 tons, 4 guns,
1200 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p.,
Lieut.-Comdr. Watson, on the Yangtze.
Woodruff, British gunboat, 2 guns, 550 h.p.,
Lt.-Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35
37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Hongkong.
Presidente Sarinetti, Argentine cruiser, 2850
tons, Capt. Bedder, Manila.
Valmy, Danish cruiser, 3000 tons, Prince
Valdemar, Shanghai.
Zenta, Austrian cruiser, 2500 tons, Captain
Edward Thiemann von Moutlahn, en route
Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser;
5000 tons twin screw, 36 guns, 9500 h.p.,
Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1200
h.p., Captain Eliskis, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1150 h.p., Captain Dobrovolsky,
at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser,
5893 tons, twin screw, 34 guns, 7000 h.p.,
Comdr. Sharon, at Nagasaki.
Guidaruk, Russian gunboat, 400 tons, twin
screw, 18 guns, 2500 h.p., Capt. Serebr-
nikoff, at Nagasaki.
Gramiatichy, Russian armoured cruiser, 1492
tons, twin screw 12 guns, 2000 h.p., Capt.
Mikhashevsky, at Nagasaki.
Koreyev, Russian cruiser, 1200 tons, 9 guns,
2150 h.p., Capt. Sillmann, at Nagasaki.
Munich, Russian cruiser, 1213 tons, twin
screw, 14 guns, 1500 h.p., Capt. Yakovlev,
at Nagasaki.
Navarin, Russian battleship, 10000 tons, 10
guns, 9000 h.p., Capt. Yenish, at Nagasaki.
Nashid, Russian cruiser, 1331 tons, 14 guns,
1800 h.p., Capt. Zarine, at Nagasaki.
Olavans, Russian armoured cruiser, 1490 tons,
twin screw, 12 guns, 2000 h.p., Captain
Copronoff, at Nagasaki.
Rossia, Russian armoured cruiser, 12200 tons,
22 guns, 14500 h.p., Capt. Domogiroff, at
Nagasaki.
Rozhynnik, Russian cruiser, 1330 tons, Capt.
Kornatoff, Manila.
Rurik, Russian flagship, 10,940 tons, armoured
twin screw cruiser, 1st class, 48 guns,
13500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1200 h.p.,
Capt. Barronoff, at Nagasaki.
Stosol Veliky, Russian battleship, 10,000 tons,
14 guns, 8500 i.h.p., Capt. Molias, at Naga-
saki.
Stovitch, Russian gunboat, 950 tons, twin
screw 13 guns, 1200 h.p., Capt. Soubatin,
at Nagasaki.
Vladimir Monach, Russian cruiser, 6000
tons, 16 guns, Prince Ouchtomsky, at
Nagasaki.
Vostok, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchovsky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18
guns, twin screw, 1500 h.p., Capt. Rogulia,
at Nagasaki.
Zabinka, Russian cruiser, 1230 tons, 20 guns,
2000 h.p., Capt. Shkruff, at Nagasaki.
(1st and 2nd class)
Fort, Russian torpedo boat, 31 tons, 1 gun,
220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 87 tons, 4
guns, 1200 h.p., 22 knots.
Novorossiisk, Russian torpedo boat, 87 tons, 4
guns, 2000 h.p., 22 knots.
Podorossiisk, Russian torpedo boat, 31 tons, 1
gun, 220 h.p., 16 knots.

Slit, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Scorpion, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Soolichina, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterliad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sivrius, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4
guns, 1800 h.p., 22 knots.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7000 tons,
Capt. R. Call, Shanghai.
Elba, Italian cruiser, 2720 tons, Capt. Caproni,
Shanghai.
Liguria, Italian cruiser, 4500 tons, Captain
Casella, Shanghai.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class Russian torpedo boat, 81 tons,
3 guns, 2 torpedo tubes, 1100 h.p., speed 21
knots.
Revel, 1st class Russian torpedo boat, 96 tons,
3 guns, 2 torpedo tubes, 780 h.p., speed 21 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns,
1800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexieff.
† Flagship of Rear-Admiral F. V. Dubossioff.
† Flagship of Rear-Admiral Reinoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr.
De La Croix de Castries, at Haiphong.
D'Entrecaste